



**Interview with Samuel R. Pearson (1901-1989) and Alfred T. Souder (1905-1992)
on the history of McLean, Virginia
Conducted by Donie Rieger on October 26, 1978**

Rieger: This tape interview is taking place today, October 26, 1978, in the fire station of the McLean Volunteer Fire Department where several long-time residents of McLean frequently gather together. Among them are Alfred T. Souder and Mr. S. R. Pearson.

Pearson: Samuel Ralph.

Rieger: Will you please tell us when you first came to McLean, Mr. Pearson?

Pearson: I was born here. Born in Lewinsville, Virginia, on the twenty-first day of September 1901. My parents were Samuel A. Pearson and Julia Pearson. My mother was a Strother. She was born in 109 New York Avenue, Washington, D.C. on October 17, 1859. My father was born in Vienna, Virginia, on the seventh of August 1960. My grandfather was born in Fairfax County in 1815. His name was John William Pearson.

Rieger: What part of Fairfax County was that?

Pearson: Vienna. Same place my father was born. Same farm.

Rieger: In 1815?

Pearson: My great-grandfather, my father's father, was born in 1815.

Rieger: In Vienna. Your family was settled there early.

Pearson: Beulah Road. Yes.

Rieger: Do you know how early they came to that location?

Pearson: No, I don't. I don't know that. My mother, my grandmother, that is my father's mother was a daughter of old man John Follin, and he had thirty children from two wives.

Rieger: They lived out around Great Falls, didn't they?

Pearson: Somewhere. It was through the Follins that the Pearsons were all very much related to this place. Yes, he lived up there at Vienna. He bought this place where I was born. That

belonged to a lady by the name of Connolly It was settling an estate. He got the deed through the court. He moved there in 1889.

Rieger: You say that's about one-hundred feet from the blue water tower.

Pearson: At Lewinsville.

Rieger: And now lies beneath the...

Pearson: Well, it's in the right-of-way of the Dulles Airport Access Road.

Rieger: Where did you go to school?

Pearson: Right on the northeast corner of Great Falls Street and 123, Chain Bridge Road. I went there until 1914. Then I went to school in Washington to the old Corcoran School, 28th and N Street, from there to Tech High School, the same place Alfred went.

Rieger: So, you all knew each other way back then?

Pearson: No, Seventh and Rhode Island Avenue. I graduated from that in 1917, during the first World War.

Rieger: How did it happen that you didn't go to the new Franklin Sherman School?

Pearson: Well, it came about this way. That school didn't open until October. It wasn't completed. It was built in the year 1914, and I had finished all they could give me up here at Lewinsville, and I was hanging around the place up there. My daddy said, "That boy is not going to stay out of school. I don't know when that school is going to open." So, my two sisters went to the old Weightman School at 24th and M Streets in Washington, and he took me in town and entered me in the Weightman School. I stayed there half a year. In Washington they had an 8-A and an 8-B. When I graduated out of 8-A into 8-B, they turned the old Weightman School into all 8-A, so I had to go to another school to 8-B. That was why I got to the Corcoran School. That was all 8-B.

Rieger: How in the world did you get to and from school?

Pearson: Why, I came down here and rode the car, the Washington and Old Dominion Railroad.

Rieger: That's right. That was built around 1906, wasn't it?

Pearson: 1907. I remember when it was opened. I can recall that. You see I was five years old when they opened that in 1907. It went as far as Difficult Run Bridge. They had these little old steam dinkeys on it pulling freight cars. They came from Manhattan up there on the elevated. [That was] before they had any freight loaders here, but they opened it up for passenger service in the spring of 1907. But they didn't have the bridge across Difficult Run finished up there. It went that far and then switched back. It was a double track railroad, you know. Finally, they got

that finished. They wanted it by the Fourth of July, a holiday and they did. That was in 1907. You went up to Great Falls and then switched back, but in later years they made a loop there. The cars just went up there and turned right around in a circle. Yes, everybody rode those old cars in those days. I would catch a car down here at eight o'clock in the morning and go to school and catch one out about three-thirty and come home.

Rieger: How long did it take you to get into Washington?

Pearson: About 20 minutes.

Rieger: And how much did you have to pay?

Pearson: Fifteen cents one way or school children got half fare, seven-and-a-half cents, with books, ticket books. You bought them for a month at a time. You'd give the man one of these tickets every time you got on the car in place of cash money. And then the Capitol Transit carline came in at 36th and M Street. These cars went across the old Aqueduct Bridge and in there right beside the Capital tracks. These cars gave you a transfer which was good on Capital Transit, and you got on that and went anywhere in Washington. For 15 cents from McLean into Rosslyn or 36th and M Street and transfer all over Washington City for a nickel in those days. This first started out here as Ingleside. It wasn't McLean.

Rieger: Yes, and I wanted to ask you exactly where that station was. Was it where Ingleside crosses Old Dominion now?

Pearson: No. It was right here. This was Ingleside Station. It wasn't McLean.

Rieger: Yes, but I mean exactly where did that little station stand?

Pearson: Right in front of Laughlin's Real Estate Office there.

Rieger: Oh, at Old Dominion and Chain Bridge Road. I thought maybe it was where Ingleside crossed Old Dominion.

Pearson: No. See, here's what happened. Mr. Besley up here at Lewinsville ran the Post Office. He was the postmaster up there. There was a Post Office at Langley and one at Lewinsville. When the cars started running, instead of bringing us mail by pony express or horse cart, they decided to ship it to McLean on the cars. It was picked up in Washington and brought up here on the cars. So Lonnie Storm, who was running that store down there, that was Henry Alonzo Storm, H.A. Storm.

Rieger: You mean the store was there before the railroad came?

Pearson: No.

Rieger: Oh, but after the railroad came he built the store?

Pearson: Mr. Mackall built the store. It belonged to him and he rented it to a man by the name of Rayburn. He ran the store there until 1908. Then Lonnie Storm's daddy bought the property and turned it over to his son Lonnie to run the store, which he did. Then he put in an application for postmaster, and he got it in 1910. There was another Ingleside down here off Richmond Highway. They couldn't have two Ingleside Post Offices in Fairfax County. So they ran Ingleside station up there where Ingleside Avenue crosses, and changed this to McLean for Edward B. McLean and the other man that built this John R. McLean, and Elkins. They built the railroad. So they named this place after him, John R. McLean.

Rieger: Do you know when that store was first built by Mr. Mackall?

Pearson: Yes, it was built about 1907. You see there wasn't anything around here.

Rieger: But he built it knowing the railroad was coming through?

Pearson: Well, they were already grading the railroad at that time.

Rieger: So was that the first structure in McLean then, what is now called McLean?

Pearson: I don't know whether it was or not. That house on the corner and the house up on the hill where Mr. Farmer lived, back of the old schoolhouse, both of those houses were built around the same time, about 1907, about the time the railroad opened. So was that store. You see this property here belonged to Mr. Hodges, running up here to the old Magarity line. West McLean belonged to old man Jim Magarity. There were two brothers, Jim and John, and they owned from Swinksville to on Number Seven over here, all of this property here except the Balls owned, Ball's Hill. Old man Jim Magarity, that was his place up here, and John Magarity's place was up where the Commons Apartments are. They were two brothers.

Rieger: Yes, that was the farmhouse on the hill. This other was called Ivy Chimney or...

Pearson: Ivy Tower.

Rieger: Ivy Tower. And that stood there until they built this Giant Shopping Center.

Pearson: But it wasn't known as Ivy Towers. Mr. Blandford called it that when he bought the place. It belonged to Mr. Jim Magarity, and his wife lived there, Aunt Liza we called her. She lived there and died about 1919, somewhere along in there, and then the place was sold. Mr. Douglas Mackall and his outfit, called the Courtlands Title Company, bought that place and subdivided it into West McLean.

Rieger: So that was before Langley Farms?

Pearson: Oh, yes.

Rieger: I always thought Langley Farms was the first so-called development in the area. You say West McLean was.

Pearson: Yes, that was the first one around. That was subdivided and sold in 1923. Those buildings over there on Kerns Street where the library was. That wasn't built until along about that time. I guess Mr. Mackall owned property over there. They were both about the same time, I'd say contemporary, not very long apart.

Rieger: You say the Mackall firm was called the Courtland?

Pearson: Well, he was mixed up in several of them. There was one called the Courtlands Title Company and Mackall and Boteler. This particular piece of property here belonged to Mackall and Gasch. This property belonged to Hodger. Hodger lived up on top of that hill back of that shopping center on the left going through McLean.

Rieger: What one time, too was called the Dodge house?

Pearson: Right.

Rieger: And that was first Dr. Mackall the dentist's home way back in 1878 on the Hopkins Atlas map I think it shows that was a Mackall doctor.

Pearson: Well, it was called Mackall Hill, but I never heard of any Mackall living there. Dr. Mackall the dentist lived down there across what we call the Langley Fork on the right there, where that what's his name lives there?

Souder: [Inaudible]

Pearson: That pink house that sits back off the pike down there. That's where Dr. Mackall lived.

Rieger: Well, that was I think later, around 1900 or so, because on the Hopkins Atlas map of 1878, that shows that is Mrs. Hudson(?), that I think was a daughter of George F.M. Walters who built Hickory Hill. However, it's on some map. Maybe he just owned it and didn't live there. When you say "this property" you mean right here where the fire house is?

Pearson: This belonged to Dodge. When the railroad came along, it cut this section off from what was on the other side of the railroad track. The same with the Laughlin property. The Laughlin house stood right up there where the A&P is.

Rieger: I know. That was the old kindergarten where Chuck went.

Pearson: Yes, that was Matthew Laughlin's place, and the railroad came through there and cut that property off on the other side where Farmer's place was and where Johnny Carper had the

old Esso filling station, where the schoolhouse property all ran up the Smoot line. That was cut off by the railroad and sold off. Mr. Laughlin kept this part up here. It ran up to the, where the doctor's office was. That was the old Sam Neel place, who was son-in-law to Dodger, who owned where Lewinsville Park is now. That was the old Mason Shipman place, brother to John Shipman who built Maplewood around 1880.

Rieger: Well, now as you recall it, the railroad came through about 1907, and around about that time, people knowing it was coming apparently, Mr. Mackall built that store which was called the Storm store and later became the Post Office, there in the triangle of Elm and Old Dominion. And the Laughlin house was from about that time? The blue one?

Pearson: The blue one, oh, yes.

Rieger: And then you say the Farver house up on the hill. So when and why did they cut Ingleside Road through at that angle? Was that when they built this West McLean? It's just funny when you look at that map and wonder why it went that way.

Pearson: Ingleside Avenue?

Rieger: It didn't go to any place particularly.

Pearson: Well, I'll tell you why. It's because that was the dividing line between the Jim Magarity property and the Dodge property, that when they subdivided they... [apparently looking at map]. Where is Ingleside? Westmoreland...

Rieger: Here.

Pearson: You see this line is projected right across here to Old Chesterbrook Road. Ingleside Avenue was the dividing line between West McLean and the Dodge property. Old Dominion, you see, up to this point, and all this property here was the Dodge property. It ran up here to Jim Magarity's line, and that was the old line that all this property is surveyed from, and it runs all the way over to 193, that line does, but Ingleside Avenue makes a bend here. See it runs straight across here, what's this, Churchill Road?

Rieger: Here's Churchill.

Pearson: That's the reason for it. You see, that's a straight line.

Rieger: Between Chain Bridge Road and Churchill Road. I see.

Pearson: This piece of property here belonged to Dodge and he sold it to Mackall and Gasch, and Mackall and Gasch sold it to Mr. Beattie about 1914. He built the house up here that they tore down when they build the shopping center here. His name was J.H. Beattie. He was the

second chief of this fire department. He was born and raised in Ohio. He was the head of Beltsville Experimental Farm out there.

Rieger: Is that B-e-a-t-t-i-e?

Pearson: Yes.

Rieger: What was Mr. Dodge's first name?

Pearson: I think his name was Will Dodge. I'm not sure about that.

Rieger: Alright, now we've got these three things. It was in the [19]20s that Ingleside went through do you think, around [19]23 when they built West McLean?

Pearson: Well, they subdivided about that time, about 1923.

Rieger: Was there a country dirt road there where Ingleside is before?

Pearson: Ingleside Avenue? No. Shucks, Ingleside Avenue up here wasn't open until they built those tennis courts up there. They had to go in there with bulldozers and scoops and plow that road out and build it. To get to these houses back here where Mr. Allen lived you went up here to Beulah Vista and cut to your right on in here or right on up there. That wasn't done until, oh, I don't know, five or six years ago.

Rieger: You say the little trolley station was right in front of the blue Laughlin house, and that there wasn't any more until you went a good bit out the road. Was Hitaffer the next one?

Pearson: No. Ingleside. That's where Ingleside Avenue crosses up there, crosses Old Dominion Drive. That was Ingleside Station. The next one was Ball's Hill, and the next one was Hitaffer, the next one Jackson, and the next one Springhill and the next one Prospect Hill.

Rieger: Yes, but there was one at the intersection of Old Dominion and Chain Bridge Road and also at the intersection of Old Dominion and Ingleside? I thought that's what you just said.

Pearson: The Old Dominion and Ingleside as Ingleside Station. This was called Ingleside first.

Rieger: Alright, where was what?

Pearson: Right there where the old station was, right in front of the real estate office.

Rieger: I see. Then where is the other, second Ingleside? Where was that one?

Pearson: Let me show you something.

Rieger: I can't visualize the difference between the Ingleside and the old McLean.

Pearson: Here's Chain Bridge Road and Old Dominion. Alright. See, here's the fire department right here [conversation tracing streets on map]. Here's Seventh Street right here. No, they've got it wrong. This is an old map. That's where they changed it into Redman. This is Redman instead of Cedar. That's where the firehouse is, right there. This is Old Dominion Drive. There's where the station was, right there.

Rieger: Alright, now where was Ingleside Station?

Pearson: Right here.

Rieger: I see. Pretty close.

Pearson: Yes, and the next one up here was, let's see that's the bypass, the next one was Ball's Hill.

Rieger: I thought Mervin Boston told me once that there was one just about where Dolley Madison crosses, but I think he must have been referring to that Ingleside one.

Pearson: That's right. No there weren't any more between that Ingleside and Ball's Hill. The next one above Ball's Hill was Hitaffer.

Rieger: The school then was built in 1914. When did the first filling station go in then?

Pearson: Well, the first one was right in front of Lonnie Storm's store. He had the first one. He just had...

Rieger: Just a pump or two?

Pearson: Well, the first one he had back in the shed, but the first pump he put right out in front of the store, just one pump. The next one was, who was that guy? Smitt?

Souder: That Texaco thing.

Pearson: Yes, up there where the Old Chain Bridge Road goes around there to the bowling alley? You know that?

Souder: Oh, McLean Lunch.

Rieger: Oh, yes.

Pearson: That was the second station. Man by the name of... how do you spell that, Al, do you remember?

Souder: S-c-h-m-i-d-t or something like that.

Pearson: I thought it was Smit, S-m-i-t.

Rieger: Do you recall what brand stations there were, Esso or...?

Souder: That was Texaco.

Pearson: Lonnie Storm, his first was Standard Oil. That's the brand he sold, the Standard Oil Company of New Jersey.

Rieger: When did the automobile traffic really pick up around here? When would you say it quit being horse and buggy and became automobile, "Tin Lizzie" days?

Souder: Along after the first World War. Shucks, even then, as late as in the [19]30s, you could leave McLean here, and if you wanted to speed a little bit, you could get to 36th and M Street in fifteen minutes. There wasn't much traffic on the road.

Rieger: You mean in a Model T?

Pearson: Or a Chevrolet.

Rieger: Well, this was in the early [19]20s you're talking about?

Souder: The traffic didn't get heavy around here until after the second World War.

Rieger: Oh, yes, but I was just wondering when you would say that it really switched from horse and buggy to motors.

Souder: Oh, well, that I would say was 1920. After 1920 you didn't see much horse and buggy around.

Rieger: But before that, in the teens, people were still driving them.

Pearson: You still saw a lot of teams used around the country in farming, but you seldom ever saw horse traffic like it used to be hauling produce into Washington.

Rieger: Mr. John Mackall, when he wrote in the Historical Society bulletin about 1900 was always talking about the bad, bad condition of the roads. Either it was so dusty or so muddy you could hardly get anywhere. You remember that too, of course?

Pearson: Well, of course. You know, Joe Lighter, who built the place down there that the C.I.A.'s got now, or who's got it?

Rieger: Yes, it's back in there somewhere.

Souder: Yes, there were three places, including the Lighter place, but I thought the Lighter Road went back beyond after you got by [inaudible].

Pearson: Well, what Lighter did, he bought that piece of property out there and built that house. He built along about 1910, somewhere along in there. He built a road on the old pike, the old 193, the old Georgetown Pike, which was Leesburg-Georgetown Pike or Georgetown-Leesburg Pike, whichever way you want it. Lighter built the tar-bound macadam road from the Arlington County line up on to of Chain Bridge hill there, up to where Ward Kirby lives to his gate and then built a road back to his house. He did that at his expense.

Rieger: You aid to the Arlington line, was it already paved from the Arlington line to the Bridge?

Pearson: Well, Arlington County, it was Alexandria County in those days, there was some hitch in it giving him permission to put that on a pike, a public road, see? Fairfax didn't have any qualms like that. They said, "Go ahead," and he built the tar-bound macadam road at his own expense.

Rieger: But it didn't go all the way to the Bridge?

Pearson: No, it stopped right up there on top of the hill. That old Chain Bridge hill, the road was built some time ago, and the washes would come along, and it would be rough as the devil going down that hill. Then from Ward Kirby's where it went into his entrance...

Rieger: Ward Kirby, excuse me, is that the one that stood at what is now the triangle at the C.I.A. entrance?

Pearson: Yes, on the right there, where Marvin Kirby lives now. That was right opposite the Lighter entrance, went in to Lighter's from there on up at different times we got a load of stone to come up on a car here at McLean, and the farmers around here would get together with teams and haul it in these mudholes from here down to Lighter's. After you got down to Lighter's it was all good going. Yes, and you're down there in front of where Kennedy lives now, the old F.M. Waller place, that was the damndest place you ever saw. It was knee deep in mud half the time, just the same as this road out here, where all these filling stations are, the other side of Old Dominion Drive. That was a swamp out there. You see this road wasn't built until 1915. It wasn't macadamized until 1915.

Rieger: You mean Chain Bridge Road wasn't?

Pearson: Chain Bridge Road from Lighter Road up to Ufelder or...

Rieger: Merrywood, no Maplewood.

Pearson: Westgate. It was built up there by a man named Morgan Johnson. He was a contractor, he built it. It was what they called a water-bound macadam road. You put down big stones, small stones, and then on top of it, dust, and wet it and roll it down with a roller. That only went up as far as Ufelder's, what we called the top gate, and from there to Vienna it was a gravel road. That wasn't built into a tar-bound macadam road until 1923.

Rieger: Well, the State Highway Department didn't do any of this then. It was just all local?

Pearson: They built this road. It wasn't state then, it was county. The county built this road down from Lighter's entrance to Ufelder's top gate, the old Dunn property it was. Then from there up to Vienna it was gravel road, and past Vienna, all up through Oakton, that was gravel road. That wasn't tarred. The trouble with those kind of roads, they were alright, but this stone dust in dry weather would make on devil of a dust, just like on a dirt road. So people got after them to put a coat of tar on that, and that's what they did. They had a tank that went along there and squirted this tar on there and had negroes out there with scoop shovels throwing gravel on it. That sealed it, you see. Then there wasn't any more dust in it. That's how it was built, but that was built... I don't know, they may have gotten some state aid. I think it was a bond issue that did it. I'm not sure. Sort of like Lee Highway over there, that was a bond issue, the first one that did it.

Rieger: Well, you were working in Washington all this time or were you out here?

Pearson: I was on a farm up there. I was born and raised.

Rieger: So you didn't have these commuter problems.

Pearson: Well, no, I worked in Washington sometimes to make a little money during the winter when there wasn't much doing. I had an old Model T automobile. Sometimes I'd drive it into town. I worked one winter down there for [inaudible] Shoe Company, just a temporary job.

Rieger: Do you recall how much gasoline was a gallon then?

Pearson: Yes, thirteen cents. There was a station down there at Pennsylvania Avenue and Rock Creek, right across Rock Creek from Mr. Hackney's livery stable. In 1930 they sold gas down there, eight gallons for a dollar. It was called Snappy Motor Fuel, and it was like the children of Israel., when you went down the road there was a column of smoke. You remember that, Al?

Souder: Yes. Was that the one right there at M Street and Pennsylvania Avenue at the triangle?

Pearson: Right. Then gas went up about 1926, 1925, it was about twenty-seven cents a gallon.

Souder: And Amoco was the most expensive. A Model T ran well on it.

Rieger: Well, when did these other filling stations begin to come in? You mentioned Amoco. Was that an early one?

Pearson: John Carper built the first one in the winter of 1935-1936, that Esso station. And, of course, he was in the contracting business, and that great big thing looked like a barn. He kept his trucks and all in there, and up in the front he had his offices, upstairs, but that's when he built that filling station, in the winter of 1935-1936. One of the coldest winters we ever had around here. Daggone ground froze three feet deep. Busted a lot of water pipes out of the ground.

Rieger: [19]35. Well, isn't that the year of the great flood of the Potomac?

Pearson: That spring.

Rieger: But it was dry up until then?

Pearson: That's right.

Rieger: When did the churches begin to come in? I know that St. John's was moved almost as soon as the trolley track came through from Langley, but when was the Baptist church over here built?

Pearson: Well, the Frist Baptist Church right over here where the old Masonic Lodge used to be, that was built about 1923, somewhere along in there.

Rieger: And when was that Lodge built?

Pearson: 1921.

Rieger: And when was that first old Safeway built?

Pearson: Well, now, wait a minute. The first one...

Rieger: I didn't know about any except on the corner where Arfax is now.

Pearson: That was built... when was Pearl Harbor? [19]41? That opened in 1940, so it was built in 1940.

Rieger: Before that was Storm's Grocery the only place you could buy groceries?

Pearson: No, the first Safeway opened in... there were four stores down here.

Rieger: Where High's is. Was there a Safeway there?

Pearson: Oh, yeah, sure. That came there in 1926 I believe, somewhere along in that time.

Souder: Frist they only had one of the stores.

Pearson: Just one store. Well, they moved up here in 1934. I know when that was because that's why I tell you about that clock, that Seth Thomas clock they gave as a door prize. I've got one that's still running, up there at the house that I got in 1934.

Rieger: Now where was it located then?

Pearson: It was up at this end. The one down there, the first time they opened it up was on the further end down there.

Rieger: Now that would be just about where High's is now.

Pearson: Yeah, and the old garage down there that Mr. Dudley and Mr. Corner, Tom Corner's daddy up here, they ran that garage there after the first World War, it was right there between those stores, between that and the Laughlin Real Estate Office, on that lot there. It caught fire in 1929 and burned down. The Safeway was right beside it. It did a lot of damage to the Safeway store. The fellow that was the manager of it was named Gene Ramey. He was running that store that time. Well, they repaired it and put it all back together, and then they stayed in there until 1934. Then they came up to this end. You see there were four stores then, like this [illustrating]. This is Old Dominion Drive down here, it started there. Then in 1934 they came up here and got two of these stores and knocked a partition out and made one big one. Then it was Safeway, it wasn't Sanitary anymore, it was Safeway.

Rieger: Oh, originally it was Sanitary?

Pearson: Yes. They started out down here as Sanitary Grocery Company. That was in the [19]20s. They moved up here in 1934 and stayed there until 1940, when they built the new store there.

Rieger: What was next to the Safeway in that little stretch of stores there? You said it came up to... oh, that was the end this way then.

Pearson: They tore down a building there that belonged to Mr. Mackall. He had a real estate office in it, and there was a barbering shop.

Rieger: When was this little complex of stores first built?

Pearson: Where the Safeway was?

Rieger: These stores that you're talking about.

Pearson: That was built in 1921.

Rieger: We're going to have to sit down and fix a map.

Pearson: I don't know now who built it. I don't recall. Lawrence Reed finally ended up owning them, but he didn't build them. They were built long before that.

Rieger: Then going back, we had the railroad coming through about 1907, and there was the Storm Store and the Laughlin house and the Farvers. Then through the teens there wasn't too much, but in the [19]20s all this other began, this little group of stores and the Baptist Church and Carper's Garage.

Souder: Right across the street here from the firehouse was Lonnie Storm's house, where he lived, and now when was that house built?

Pearson: Well, that was built when he started that store down there in 1908, somewhere along in there.

Rieger: I don't know exactly where you mean that was.

Souder: Right across the street where the Gulf station is.

Rieger: Well, see I'm not oriented in this room. I don't know which direction we are.

Pearson: The Giant is over here. [More conversation about directions in relation to site of conversation]. Then there were the four stores. Then there was the little green house that Oswald bought.

Souder: That was this side of the stores.

Pearson: That was next to Lonnie Storm's, yes. The old garage was on the other side of the stores. They started that right after the first World War, 1919, 1918, when they both worked down at the Navy Yard. That stayed there until it burned up in 1929.

Rieger: Elm Street was beginning to have houses built all along there, wasn't it? Didn't the Mackalls have a winter home there?

Pearson: Right, on the left up there.

Rieger: Near McDonald's?

Pearson: No, further up on the left on the hill where the Providence Journal's offices are, the building with Goodyear underneath it. Poplar Street goes up to the top of the hill.

Rieger: I notice on this map that's called Oak Street. I never heard it called Oak Street before.

Pearson: Mr. Nicholls' house was right there. That's where Mr. Euly(?) Walters, his place was down there where Kennedy lives. He owned that at one time. He ended up owning that place. Mr. Nicholls built that house along about the same time as they built the house here on the corner and the Farver house and Mr. Nicholls' house up there. The roads were so bad that he would come up there and live, and before the railroad started, he would go to Washington and lived in Washington over the winter. But when the railroad started he built that house up there and moved up there during the wintertime and stayed up there.

Rieger: Now Mrs. Corner and her husband also built a house along there, did they not? The one that's still standing. Who were some of the other people? But first, Elm Street, when did that start?

Pearson: That was laid out before my time, about the time that Mr. Mackall subdivided those lots on the right over there and the place he built in. On the right going up there on Elm Street there was Mike Gartland. He was the first chief of this fire department from 1922 until 1923 when Mr. Beattie came in. Then Clyde Coates, Mr. [inaudible] lived up there, John Payne, T.M. Corner, Mrs. Busick, [inaudible] Moore, Earl Sanders.

Rieger: Magarity? They didn't live there then?

Souder: When did Pete Magartiy build that house? Earl was there first.

Pearson: Yes, sure. Earl built his house in 1922. I know when Earl built his. Lem Crowder built that house about 1924 or [19]25. That's when that house was built.

Rieger: That's not still standing? Which one is that now?

Pearson: Yes. It's right beside Mr. Sanders' house, that big square house.

Rieger: Oh, I know that house.

Pearson: Just this side. The road goes between the two. That house was built about 1924. Lem Crowder built it, sold it to...

[END OF SIDE ONE]

Souder: I looked at the house when we first came out here to buy.

Pearson: You did? Lem Crowder's house?

Souder: No, Freiser's.

Pearson: Oh, Freizer's. Well, that was a right nice house. Stucco.

Souder: Yes, I looked at that house, but I don't know. Helen wasn't... You have to please your wife.

Rieger: Now, when was it you came out, Al?

Souder: I came out here in 1928 when I first was married. I started associating myself in McLean.

Rieger: So you came out in 1928, and where was your first house?

Souder: Well, I lived in town for three years, but we came out every weekend, and I always came down to the firehouse and helped fight brush fires. Then where Schultes live in Moore Heights, Frank Gicker and Elmer Gicker were president of the homes and we used to visit them. He was building that house in 1930, so in 1931 I wasn't pleased but my lease gave out in town on an apartment, so I moved out October first. Put the furniture in the house, spent a couple of weeks up at Prestons'. We lived up there until 1934. Schultz got married and I thought he wanted his house, so I said to Helen, "We have to look for another place to rent." She said, "The next move I make, I'm going to move in my own home." I said, "What are we going to build it with?" So we built there in Langley in 1934.

Rieger: When had Langley Farms been started do you think?

Souder: Well, we bought that lot from Mackall in 1932 I guess.

Rieger: The first part of Langley Farms was from Ridge Street to Chain Bridge, the original plat shows, the first Langley Farms.

Souder: To Chain Bridge?

Rieger: Yes, it wasn't above Ridge Street.

Souder: You're talking about Chain Bridge Road.

Rieger: Old Chain Bridge Road. But I don't know exactly when the first house was built there. The first one the Mackalls built for Miss Loving. Do you know when that was built, what year?

Pearson: Yes, about 1920.

Rieger: 1920. So they did Langley Farms and West McLean about the same time.

Souder: About the same time, yes.

Rieger: What about the first barber shop? Charlie wanted to know when you had the first barber shop. [Inaudible] told him that his father had, or somebody. Uncle?

Pearson: No. the first barber shop was this fellow that used to shave Lonnie Storm every morning, lived right there on the corner.

Souder: Well, he never did have [inaudible] shop. You mean Bert?

Pearson: No, you know the fellow that...

Souder: John Foley?

Pearson: Yeah. John Foley wasn't the first one to come in there. The first one that I recollect came in there was a fellow by the name of Sheehy. Then he sold out to some joker I don't know who he was. That was somewhere along about 1925, and it went on to different ones.

Rieger: Where was that?

Pearson: That was where the old Safeway is now. What do they call that place? It's a television...

Rieger: Arfax.

Pearson: Arfax, yes. It was right there.

Rieger: Just a little old building?

Pearson: No, it was a two-story frame house. I've got a picture of it up there at the house, with a sign on it, "Barber Shop".

Rieger: Oh, could I have a copy of that?

Pearson: Yes.

Rieger: Well, whose house was that?

Pearson: Mr. Mackall's. That was his real estate office. That's where he did business around here with all these lots.

Rieger: We didn't have that listed. When was that built?

Pearson: Oh, Lord. That was built somewhere around 1908, [19]07 or [19]08.

Rieger: Well, then that was a very early one, too.

Pearson: There was a family by the name of Fagan lived in it. He was an Irish man, Fagan. Had a slew of kids. I was going to school up here at Lewinsville and toting milk from my Daddy's farm up. You see, we were in the milk business. I was going to school at Lewinsville, and I would come down here and put the milk out on the platform for the milk car to pick up. That was a double track railroad. One went down, one came up. When the car came up on this side, they brought the empty cans, and they threw them out on that side, so I had to go across the track and pick up my empty milk cans and buy a newspaper from the man who ran the blacksmith shop up there at Lewinsville and pick up Eddie Fagan, Dutton Stoy and Willie Ganzler and the two Ryan gals and take them up to Lewinsville to school.

Rieger: Were you driving a wagon then?

Pearson: Yes, I was about ten years old.

Rieger: Horse and wagon?

Pearson: Yes, a one-horse wagon. I brough about thirty gallons of milk down here every morning and put it on the cars.

Rieger: And how much did you sell that milk for then?

Pearson: Nineteen cents in the summertime and twenty-one cents in the winter.

Rieger: A gallon?

Pearson: A gallon, right.

Rieger: Well, they didn't have any refrigerated cars or anything like that to take it in, did they?

Pearson: No.

Rieger: But it didn't take very long to take it from your farm to... what dairy did you take it to?

Pearson: Chevy Chase. Wide Dairy. Chevy Chase Dairy.

Souder: It later became Chevy Chase Dairy.

Pearson: Yes, it was up on P Street, and then it moved down off of... now, who are the ice cream people? Right there on Prospect Avenue, between Prospect Avenue and Potomac Street.

Souder: M Street and Pennsylvania Avenue.

Pearson: No, that was Chester's Farms, but Wise started on P Street and then moved down to... Fussellyon(?) Ice Cream Company, that's what it was. But I never hauled any milk in Washington to that time.

Rieger: Were there many farmers bringing milk to the trolley line? I mean when you brought them?

Pearson: Oh, sure, yes indeed. Storm up here and my father.

Rieger: The Walters were farmers, too, weren't they? Some of the Walters?

Pearson: Well, yes, and Alfred Black over here. Of course, he was Magarity.

Rieger: That's the Carper farm. Wasn't that a dairy farm out there?

Souder: Oh, yes.

Pearson: Yes, but you see Carpers never had that very long. That was the old Commodore Jones property. That house was built by his sister in 1813. Then she died and left it to him. You see, that was part of the Turberville estate, where Lewinsville got its name. His name was Troilus Lewin Turberville. He died when he was eighteen years old and was left all this property from Lewinsville to the river. His family was connected with the Balls. That's how they got it, through the Turbervilles. He got the property and an eighty-gallon still. He only lived two years after he got the still. I don't know whether that had anything to do with it.

Rieger: I think in the original plan for a little settlement at Lewinsville, it was called Turberville. Way, way back.

Pearson: No, it was called Barrett's Crossroads.

Rieger: Well, way, way back someplace I've seen that, but it doesn't matter. But that property did go all...

Pearson: Well, you see the Balls donated the ground for that Presbyterian church up there in 1846. Commodore Jones and his sisters, Mrs. Mottram Ball and Mrs. Seldon Ball, and all the Balls... before the war the Ball property and the Turberville was over there at the angle where the Cooper School is.

Rieger: Yes, and they're digging and bulldozing over there now. We asked the builder who was going in there to keep his eye open for any interesting things. When they build the new Sharon Hall I certainly hope they'll look out for it, because that is really old property.

Pearson: That was a fort there during the Civil War, right in that angle. There were ten acres there with earthwork embankments all around it.

Rieger: Yes. Did that fort ever have a name? I've never seen it called anything like some of the others.

Pearson: It's been miscalled. I've seen it miscalled on maps as Prospect Hill, but Prospect Hill is up there by Madeira School. That was Prospect Hill and always was. That was Ball's Hill, named for the Ball family that inherited from the Turbervilles.

Rieger: That Atlas of [18]78 calls that Prospect Hill.

Pearson: Well, they're wrong.

Rieger: At one time I've seen something that called where Fort Marcy is Prospect Hill, too. There are a lot of Prospects around.

Pearson: Fort Marcy was on the Vanderwerken property.

Rieger: Can you tell me a little bit about the value of land when all this building was going on out here, say in the early [19]20s?

Pearson: Al can tell you that. He built his house down there, and we were talking about it. Whether that's a secret now and he doesn't want to tell you?

Rieger: Well, no, I'm just saying farmland. How much was it an acre in those times?

Souder: Around 1920?

Rieger: Well, yes, right around when McLean started, anytime from 1917 up?

Pearson: My Daddy sold fifty-two acres in 1928 to a bunch that subdivided. That's Hunting Ridge up here at Lewinsville. He sold them that fifty-two acres for \$21,000. About \$500 an acre, and that's about what you could buy land for, but that was getting too high to farm.

Rieger: But it's now about \$100,000 an acre for building sites.

Souder: Well, it all depends on where you locate. I remember when I was living out here in [19]34 that you could buy property up on Old Dominion Drive for \$750 an acre, less than \$1,000.

Pearson: It wasn't until after the second World War that this stuff started jumping.

Souder: Ten years ago you could buy land up around Great Falls for \$2,500 an acre. Seemed crazy at that time.

Rieger: When did the utilities like telephones and electricity come in? I know that you had a telephone in that old school in 1914. Mrs. Corner said they called in to Washington and had a hookup to get the election returns.

Pearson: Well, the telephones. M.E. Church over there at Falls Church, that wasn't the Methodist Episcopal, his name was Merton E. Church. He was a druggist originally, but he was a go-getter, a Yankee, like all the rest of them. He started the telephone company around this country, somewhere about 1905. I know Mr. Besley had the store up there, where Evans Farm Inn is, that was the Besley place. He had the Post Office, and he's the one that Lonnie Storm got the Post Office from.

Rieger: Excuse me, but is that where Mr. Wood lives now? In that building?

Pearson: No, that was the old Mankin Store.

Rieger: Where was the Besley Store?

Pearson: Well, it first started out right across the road from me. I live right on that corner right next to Mr. Wood. We back up there. I'm on Chain Bridge.

Rieger: Red brick house.

Pearson: Right. Well, right across the road from that a man named Walton owned that property over there. That was part of the old Jim Magarity place, the old man that owned this West McLean up here. He married his daughter. He, Mr. Walton, built a store there and rented it out to several people. [Inaudible] bought it in 1890. Mr. Besley rented it and got the Post Office away from Mr. Mankin who ran that store over there. You see that was a political football, the Post Offices were. A man was a Republican or a Democrat, and if a Democrat got elected, he got the Post Office. If a Republican got elected, he got it. There were so many Republicans elected that they always had the Post Office. But during Cleveland's administration I believe it was, something like 1884, Mr. Mankin got the Post Office up there. Then comes along McKinley and gets elected and other men, all Republicans, Hayes and so forth. Mr. Besley was an old G.A.R. He was an old Union soldier, Grand Army of the Republic and very enthusiastic. Well, it wasn't

any trouble for his to get the Post Office away from him. So he rented that store there and had the Post Office in it.

Rieger: Now that's across from your house?

Pearson: That was directly across from my house, right in the angle of Great Falls Street and 123. Long about 1900, somewhere along about that time, he went down there where Mr. Evans lives now, and right in the angle where that road goes up to the parsonage of the Presbyterian Church, he built a new store. Upstairs his son lived in, Harry. He married money(?) over there and lived on Magarity Road, and his son lived upstairs and his only boy was born up there, Elmon. Well, he wanted to move the Post Office down there in that store. He didn't want to be driving back and forth there, because they wouldn't let him move the Post Office down there. He had moved all his canned goods and everything else down in that store, and he wanted to move the Post Office down there, and the Post Office Department wouldn't let him. So one night it conveniently burned up.

Rieger: What is that house that's still standing there? It faces Great Falls, but it looks like an older home. Is that old?

Pearson: Old Clark house. The front part, the first part, was built by a man name of Thompson, and Mr. W.A. Clark, William Alphaeus Clark, he was born and raised up there at Vienna with my old man, only he was born sooner. He was born in 1854, and my Daddy was born in 1860, but they knew one another. He was born out there at Clark's Crossing, out there on Beulah Road. He was a wheelwright, expert carpenter and wheelwright, built wagons and everything else. He came there and built that back end on that place. You know where that is? Lewinsville Park. As I say, that was the original Mason Shipman place, and Mr. Clark's wife was Ginnie Shipman, Mr. Mason Shipman's daughter. She was a schoolteacher, and she was teaching school up there at Lewinsville in the old schoolhouse up there. Have a picture of that. I don't know whether you'd like to see it or not.

Rieger: Yes, I'd like to.

Pearson: That's my alma mater.

Rieger: Was that a one room school?

Pearson: Two room.

Rieger: Did you have to stoke the fire?

Pearson: I did indeed. I lived right on top of that hill up there. I went home to my lunch all the time. It was an old wood burner stove, and yes, indeed, the kids had to do that. Mr. Clark married

Ginnie Shipman, and she was teaching school there at the time. Then he built the back end on that house, and I guess that was in the [18]80s, 1880's somewhere.

Rieger: But the first part was much older than that?

Pearson: That was older than that. A fellow name of Thompson built it. I've heard Mr. Clark, he didn't know anything about him or I didn't know of anybody around here that knew him, but it was just part of the old Magarity place. As I say, three Magaritys, John Magarity and Jim Magarity owned all this property, the Swink's Mill property over there. You see Mr. Swink married a Magarity, his wife was a Magarity.

Rieger: Well, one of them lived at that house that faces Ball's Hill Road up there behind Windy Hill Road.

Pearson: Swink. Where the Lodge bought property?

Rieger: No, I'm taking about where the Butlers used to live. That was a Magarity house, wasn't it?

Pearson: Sure, old man Jim Magarity. That was Lew Magarity's daddy. And the on there right across from the Police Station, that old house there? That one belonged to Magaritys. That was old man John Magarti that owned all that property. That house belonged to Albert Mack. Do you remember Mrs. Mack who lives down here near Salona? Alda Mack?

Rieger: No, but didn't Mrs. Gant... was brought up there.

Pearson: Well, she was adopted by those people. He was a Magarity. His name was Albert Magarity. He thought the Magaritys got so common, that he didn't want anything to do with them, so he changed his name to Mack, and he was the commonest of them all.

Rieger: Maybe we shouldn't just let that go on the oral part of the tape. I have things here I want to keep going back to. So the telephone came in about 1906, if you wanted them.

Pearson: Yes, somewhere along about that time, because I do recall when I was a kid about three or four years old that we'd have to go down to Mr. Besley's store to phone. He had the phone there.

Rieger: Just like on "The Waltons" now.

Pearson: Yes, it was one of those old hand crankers. And the electric lights, Mr. Shears who was the preacher over at the Episcopal church, he was a go-getter, I'm telling you, and he got back of the electric company and a bunch of them got together and they brought that up here in 1918-1919. I only went as far as Ingleside Avenue up here now, and that's where it quit. In 1921, Mr.

Albert Mack, this guy I was telling you about– Jimmy Magarity lived down there where Butler lives, that was his home place, Harry Besley lived down there where Evans lives, my Daddy and Sandy Rogers, we all got together– and Mr. Edmundson who had bought the Ufelder place up there, or Ufelder bought it from his. So we got together and extended that electric line up as far as Maplewood or what's called Westgate now in 1921. I know every well because I helped hold the poles out on the road and get them out there. We cut them up in Mr. Edmundson's woods, and Harry Besley, Jim Magarity and several more of us had teams, horses, and we hauled those poles out there and put them around and hired a company to dig the holes and set them up and string the wires. We had to do that at our expense, and then get the houses wired and so on, but that was in 1921.

Rieger: How large was your farm up there?

Pearson: It was fifty-two acres on one side and about seventy-eight on the other.

Rieger: You mean split by Chain Bridge Road?

Pearson: Yes, Chain Bridge Road ran right through it. The home place was where that blue water tank is and where I lived. It's right down from the crossroads. Then on the other side, do you know where they're building those buildings down there at Anderson Road? Well, it ran across Anderson Road up on top of the hill and butted up with Westgate.

Rieger: And then ran into the Storms, too.

Pearson: Well, Storm was across the road. The piece on this side where Hunting Ridge is my Daddy bought in 1909 from Mrs. Annie Jones who was Miss Ann Magarity. She was Jim Magarity's daughter, and that was willed to her by Jim Magarity. My Daddy bought that in 1909. That butted the old [inaudible] Storm place.

Rieger: Do you remember the old house that was called Strawberry Vale?

Pearson: Oh, sure, that was the old Snook place up there on the other side of Westgate. That belonged to Gant, the John Gant place. He owned one-thousand acres in there. There was a seminary, a ladies' school there before the Civil War.

Rieger: It was also owned by Richard Bland Lee. What did that look like?

Pearson: Well, it didn't look like much, I'll tell you the truth. As long as I can remember it was an old, dilapidated, two story frame house with big chimneys. You know how they used to build them to go way up wide so the fireplace is in the top. That's the way it was. Chimneys on each end, double chimneys on each end. One the end this way there was an addition on it, a one story that they used for a kitchen. The first people that I knew that lived there was Snook. Mr. Snook lived there when my Daddy first came down to where I was born and raised up there in 1890.

Mr. Snook was living there in that place. He'd come from Massachusetts. He worked at Springfield Armory up there. He was known as an armorer in those days. He built rifles and things like that. His daughter Mabel married a guy named Scribner. He had two children, and he left that place to Mrs. Scribner and Harry Snook and the other one got killed, run over by a fire engine. Then it was Mr. Bless that bought all that property up there where the gravel pit was, where they're going to build that new shopping center. There were several people who owned that ground up there, but at one time it all belonged to John Gant. He was a brother to Basil Gant, Mr. Gant's grandfather down here. B.O., that's where he gets his name.

Rieger: I know. Then they went from there to Hokeby where they bought the property that Elizabeth Lee had, I believe, and that Dolley Madison spent the night at. At any rate, I'm not sure that was Richard Bland Lee, but that also was originally built by the Scotts, Parson Scott for whom Scotts Run is named.

Pearson: Scotts Run. Alexander Scott that was.

Rieger: You don't have a picture of that house, do you?

Pearson: Which? Strawberry Vale? No, I don't have a picture of it at all.

Rieger: You know it would have been thoroughly photographed and everything now, but. The road came just before people were really interested.

Pearson: I'll tell you what it looked like. Do you know what Dranesville Tavern looks like? It looked just like that. Built the same way. Two stories, though it was in terrible dilapidated condition. I've been in it dozens of times, but they didn't keep the roof on the thing, and you know how a building can deteriorate with water slopping around in it.

Rieger: One thing more I want to ask you know about when the first drug store came out. I remember Doc Jones' drug store in the [19]50s when we came, which was in that little row of stores you were talking about. Was he the first druggist in the area?

Pearson: I think so. We had a guy here who was in one of those stores we talked about where the first Sanitary and then the Safeway is, but he wasn't a druggist. He just sold little notions and knick-knacks and patent medicines, those things. But Doctor Jones came down here just before the war. I don't know whether Preston was over there or not. Was he? When did Preston open up?

Souder: Not until C.V. built that shopping center.

Pearson: No. I think Doc Jones came down here in 1940 or [19]41, somewhere along in there. He came from either Vienna or Fairfax. He was the first drugstore around here.

Rieger: That house that's down on the corner of Old Dominion and that road that goes by Allen's Hardware Store, is that an old house? When was that built?

Pearson: The Shoeman Block house? Well, that was built soon after the railroad came through here. I know the man that built it. A man named Tom Jeffers built it. He built that home not too long after the railroad. It must have been 1907, 1908. He sold it and he came up to Lewinsville and bought that house, the old Jones property we knew it as, right across from that old house I was telling you about where Mr. Clark lived, right across the road. It's destroyed now. Mr. Bob Jeffers his name was. He bought that house and lived up there until his wife died. That was just after the war. Then a man named Mr. Blair bought it and rented it for awhile. So that house was built down there somewhere around 1907.

Rieger: Now when were all those houses back in there on Whittier and, you know that area there between Old Dominion and [inaudible], where the Laughlin house was.

Pearson: Well, that's all after the war.

Rieger: That's much later than West McLean and Langley Farms. When was that little shopping center built across the road from that house you're talking about, where the first little variety store was? Do you remember, a woman ran it?

Pearson: You mean down here on Old Dominion Drive opposite the cement block house?

Rieger: Yes. That was here when we came in [19]50. I wondered when that was built.

Pearson: That was later. I wonder. You're talking about Mr. [inaudible]. His brother... This one down here, what's his name?

Souder: Cland.

Pearson: This one down here was his brother.

Souder: His uncle.

Rieger: That's the one he was telling me about.

Pearson: Cleat. He was running that barber shop down there in the...

Rieger: House. In the Maple house across from the [inaudible].

Pearson: It was sold in 1939 to the people who built that Safeway there. So he went down and built the first building there on that lot along about 1939. Then Mrs. Whitclive came in there and built those others. Then when John sold his garage here, he went down there and built a tin house

there to bring a truck in and work on it. He rented the office that used to be the old barber shop that Cleat Hailstock built. They were just built before the war, then some of them after.

Rieger: Alright. We had the little settlement around the railroad tracks, and then we had the little stores here. Then we had that little thing. Then when was the England Hardware Store built?

Pearson: That was built after the war.

Souder: Laughlin built that.

Rieger: There are about two stores there now. Used to be a hardware.

Souder: That was in the [19]40s.

Pearson: Well, let me see. Dunn, when he pulled out and sold the restaurant there at Walter Curry's. You know he went around there and opened that lunchroom, and that was a new building. Do you recall that? He and Clyde Koontz opened that building. Let's see. I moved up there in that house of mine in 1948, and I worked for W.K. Doyle in 1949. The summer of 1949, I forget the guy's name who was running that place... That building was built there somewhere about 1947.

Rieger: Now we have that. What was the next shopping center? It was...

Souder: O.V.'s shopping center.

Rieger: Was it that or the Giant?

Pearson: No, the Giant didn't come along until the [19]50s.

Rieger: Alright then, O.V.'s. Which one is that?

Pearson: Where the Security Bank is.

Rieger: Oh, yes, and the grocery.

Souder: Post Office.

Rieger: Then Salona came about [19]53, I believe, didn't it? And then the Giant and then Langley.

Souder: That's right.

Rieger: Then Old Dominion down here. That's about the sequence of the shopping centers.

Pearson: That's right.

Souder: When was it the guy had that drugstore next to that hardware first?

Pearson: That was Preston.

Rieger: The branch from Glebe Road.

Pearson: Mr. Preston had a branch from Glebe Road and then it was [inaudible] and Sparger went in there with a flower shop.

Rieger: Now about the Post Offices. The first one, of course, was in Storm's Store. Then when we came there was a little brick building...

Souder: The Storm Building on the back end of his lot.

Rieger: Now that was the first regular Post Office, wasn't it? I mean as a building.

Pearson: That's what the first telephone exchange was in, too. Where Blue has a plumbing shop, that was the telephone exchange, and Lonnie had the Post Office right beside it. He built those buildings. Lonnie Storm built them, that was all his property. He built them because he sold the store down there and he moved the Post Office into that.

Rieger: He sold the store to the Katz's, didn't he?

Pearson: No, he sold it to two Jews who were partners. One of them was named Jake, and the other I guess named Izzie. I don't know.

Rieger: Well, weren't the Katz there?

Pearson: They bought it from them.

Rieger: Oh, I see. Well, then the Post Office went from there to the new Carper development there. What's in there now? That Auto Supply place.

Souder: Now it's the Suburban Trust they just put in, right there on the corner.

Rieger: No, Rectors Florist was there [inaudible] and they built the present.

Pearson: That's right.

Rieger: The first little library was on Kerns Street. The ladies sort of got that together, didn't they? Mrs. Winebrock and...

Pearson: That was in the [19]20s. Yes, that's above where Mrs. Abell lives over there.

Rieger: Our first little library. Can you think of any others?

Souder: You say Mrs. Winebrock?

Rieger: She had something to do with that, didn't she?

Pearson: She probably did, I don't know.

Rieger: Well, maybe she had it in the [19]30s or whenever she came. I think she was active in it. Do you know who started that little library?

Pearson: No, I do not. That's the one building I never was in. It was the McLean Library Association. The School and Civic League started it.

Rieger: When was Kerns Street built? That wasn't as early as Elm was it?

Pearson: Well, the first McLean Day we had around here was in 1914/ It was just a get-together, half a day on Saturday, and that's where we had it over there. That was all vacant property.

Rieger: Oh, just field then?

Pearson: Yes, and Kerns Street had been marked out. It looked like somebody took a plough and ploughed up this side and ploughed down that side. There were two streaks. We used to ride horse tournament over there. Do you know what I'm talking about?

Rieger: Oh, yes. Did you ever joust?

Pearson: Oh, yes. We called it riding a tournament. I didn't know what joust was at that time except a man who lived up there on Number Seven by the name of Joust.

Rieger: Oh, yes, it's an old term. I called it "jowst", but Jack Durham says in Texas they always called it "joost". I looked up in the dictionary and it can be either one, but I wondered what they called it around here. Did you ride it?

Pearson: Sure. Yes.

Rieger: Were you ever the champion and get to pick the queen?

Pearson: No indeed. I never did get any further than amateur. Ed Hirst down here was champion around here. John Carper used to ride in it and [inaudible] used to ride and I. Oh, slews of them

from around. The Love boys used to ride from over there at Herndon, Phil and Lucian Love. They used to come over here and tear things up.

Rieger: We're trying to get that revived. We suggested it for a Founders Day Celebration, and now they're having a big festival, a County Festival. It will be next Memorial Day. It's been suggested since there are a lot of horses and riders still around here that they revive those tournaments. It would be fun.

Pearson: Well, up in the [19]20s, I guess 1925, we always had a tournament over here at the carnival, all the time. That was one of the big drawing cards. You always had to have something, you know, a drawing card. There were quite a few tournament riders around here at that time and damn good ones, too, and that's the truth. Tom Head lived over here at Bailey's Crossroads, and he was a blacksmith. He had a fast horse he used to ride. You know an amateur would start out with three-quarter ring. A three-quarter ring had a hole in it about that big. You had to go through. If you caught three rings, everybody else would go through there, and if you dropped one, that eliminated you. You kept on until you got down to three or four. Then you got down to a smaller ring, five-eighths. Well, the professional, anytime you won an amateur tournament you had to go and ride in a professional tournament then. They started out with five-eighths rings and got down to one-half. I've heard them say in some of them they used finger rings off ladies' fingers.

Rieger: How big were the lances or spears?

Pearson: Well, they had a six foot staff and an iron point that was about that long. You had to balance them. That thing was on a [inaudible], this long point out there on this staff. Then you had to put a weight on there, so when you had it under your arm it would balance good. When you got up on a horse you were sighting that ring, you see. You had to go through that in eight seconds.

Rieger: I was going to ask you about the speed.

Pearson: You had to go through there in eight seconds. If you didn't make it in eight seconds...

Rieger: And you had that right up there where Kerns Street is?

Pearson: Right. That's the first McLean Day we had there. We had it a couple of times, and then we moved across to the schoolhouse grounds.

Rieger: When we get to working on this map, which I hope you will help me with someday, maybe we can put in the people who first had houses along Kerns. I want to ask you now about the Fire Department. You were a volunteer fireman?

Pearson: Yes. Charter member.

Rieger: Charter member. And were you?

Pearson: Not a charter member, a life member.

Rieger: When was it founded? I know this has been written up before, but I'd like to have it here, too.

Pearson: 1922. I'll tell you what happened. In 1921 up here at Herndon where Reston is now, what they call Pinecrest, all that was woods up there at that time. It wasn't known as Sunset Hill. It was known as Wiehle's Station. Old Doctor Wiehle started that place. You've heard his history. Smith Bowman came up there in 1925 and bought all that place up there, but that was after the fire. That thing caught fire about 1921, and it burned for about a week. It burned over one thousand acres of ground up there. You see there were several thousand acres of ground that Smith Bowman finally ended up owning. It went all the way out to Hatton Town, all the way back to Waples Mill all that country back in there.

Rieger: Were there houses in there?

Pearson: No, very few. They were cutting pulpwood off at the time. Well, that thing caught on fire. Herndon had a little fire engine up in there and so did Vienna. They didn't amount to much, these chemical cars. They weren't water pumpers. R. Walton Moore was our representative in Congress from this old Eight Congressional District, the whole thing. He got old Number Five down there on M Street, the District fire truck. That was an old chain drive, solid tire... What was the date of those old fire engines? They had two names.

Rieger: La France.

Pearson: American La France. He got them through his influence to bring that truck up there and see if they couldn't help put that fire out. That got people kind of shook up a bit, so they decided around here that the best thing they could do is form a fire department. So Lonnie Storm, Harry Farver, Jake Frampink, Clyde Koontz, [inaudible] Kooster, the one that ran the Kooster Lunchroom and owned that big house over there, we all got together.

Rieger: Carper. Did you mention him?

Pearson: John Carper? He wasn't...

Rieger: He wasn't a charter member?

Pearson: He may have been. I couldn't say. We started this thing. It didn't amount to much.

Rieger: Where did you meet? Did you say?

Pearson: Over on top of Storm's Store.

Rieger: Was that just a general meeting place?

Pearson: Well, the Masonic Lodge started there. They took the top of the store and partitioned it off. That's where the first Masonic Lodge started in 1917. Then they got bigger and moved over to the schoolhouse, and then they built this Lodge over here in 1921 and left that place up there. It was kind of convenient to meet, so we met up there and organized the McLean Firemen's Association or something like that. We elected Mr. Mike Gartland, he lived up on top of the hill there just this side of the Post Office on the right hand side, as first chief. That was in 1922. We didn't have anything, didn't have any apparatus. We went down and Cherty(?) loaned us some old hand-drawn cart [inaudible]. I don't think we ever used it. It dragged along. We weren't doing much, but Mr. Beattie lived up here then. He was a college graduate, a smart man and a good organizer. He got interested in it, so we elected him chief in January 1923. He started rolling then.

Rieger: Had you any fires in the meantime?

Pearson: Very few. They didn't amount to much. I don't recall anything that was valued much. In 1925 we bought a GMC chassis and bought a Buffalo fire apparatus to put on it. They were all chemical. I don't know whether you know what I mean by chemical, but they weren't pumpers. They were chemical cars. Then we built this first old fire house out here in 1925-1926. Mr. Beattie sold it to us at a reasonable price. The land came off his property and we built the old fire house on it. Then we got the first pumper in 1930. That was a Brockway. From Mr. Von Shuler(?). He was the agent for the Brockway Motor Company. We got the chassis from him and the Standard Fire Hale pump and put on it. The next pump that we got was in 1935, that was Perche(?). That's the way it started.

Rieger: You had a quite a piece to come when you heard the fire bell.

Pearson: We had a siren.

Rieger: Yes, but I mean all the way from Langley, that's pretty far.

Pearson: That's right. Many a time when I lived up there at Lewinsville, when the siren went off, I jumped in the car and came down here. Plenty of people did that.

Rieger: Do you remember any really big bad fires around here?

Pearson: No, except brush fires.

Souder: Well, now you remember Corner's house burned down.

Rieger: You mean Mrs. Corner's house? Where was that?

Pearson: That was right there on the corner where that brick house is.

Rieger: Oh, they had one before the one right there?

Pearson: Yes.

Souder: And then the fire down at Maple mansion. That was a big one.

Rieger: [19]36 wasn't it?

Pearson: Yes, that was 1936.

Souder: I was living over there then, so I remember that.

Rieger: How did that fire start? Do you know?

Pearson: I don't know.

Souter: I never head.

Pearson: That was the old General Mackall place.

Rieger: Was there a baseball team or anything like that around here?

Pearson: Yes. We always had a baseball team.

Rieger: Tell us about that.

Pearson: Well, there isn't much to tell. It varied from year to year and according to the talent. Sometimes it was good, sometimes bad.

Rieger: What did you play?

Pearson: That was in 1918.

Rieger: I mean what position did you play?

Pearson: Oh, I caught most of the time or played second base or outfield, but caught most of the time. We had plenty of...

[END OF TAPE]

Transcribed by D'Anne Evans, 1979. Re-typed by Chris Barbuschak, January 2021

